SPECIAL INSTRUCTIONS

1. Trains handling logs must stop and crew must inspect loads and chains before crossing bridge located 2¾ miles east of Klamath Falls.

2. While moving, trainmen must observe track from rear of caboose for indications of derailment or fallen logs. Between sunset and sunrise two Dietz lanterns must be placed on rear of caboose to assist in this inspection.

3. When trains handling logs are required to meet or pass other trains, thorough inspection must be made before passing to insure proper clearance.

4. Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.

5. Helper engines must not be placed behind wooden underframe cars nor wooden underframe cabooses. Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.

6. Bridge 2¾ miles east of Klamath Falls is not standard clearance on side. Height 22 feet.

7. Transportation Department employes will be governed by Southern Pacific Company's Rules and Regulations of the Transportation Department including Air Brake Rules and Regulations effective July 1, 1960, page revisions listed on Page 1, revised April 1, 1961.

Except as otherwise indicated by the Special Instructions contained in this Timetable, employes will also be governed by Southern Pacific Company's current Shasta Division Timetable Special Instructions, under caption ALL SUBDIVISIONS, as far as applicable.

8. Normal position of switch at West Switchback and switch at East Switchback will be for movement via switchback.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82-A. Bly: Crew arriving Bly on No. 658 may assume schedule of No. 659 without obtaining clearance.

Sycan: Crew arriving Sycan on No. 660 may assume schedule of No. 661 without obtaining clearance.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains is 80 pounds.

RULE 17. Retaining valves will be used on descending grades as follows:

With no dynamic brake in operation, one retaining valve for each 65 tons in train West Switchback to Sprague River eastward and West Switchback to Horton westward.

RULE 25. Trains in both directions must make air brake test before leaving West Switchback.

RULE 33. Maximum tonnage per operative brake is as follows:

West Switchback to Sprague River	65 tons
West Switchback to Horton	65 tons

WATCH INSPECTOR

J. C. Renie	Klamath Falls
E. A. Votaw	Trainmaster
E. F. Bacher	Road Foreman of Engines
W. R. Petty	Chief Train Dispatcher
J. J. Willis	Assistant Superintendent

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIMETABLE

No. 9

TUESDAY, JANUARY 1, 1963

EFFECTIVE AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

A. D. DeMoss, Superintendent

Printed in U.S.A.

EASTWARD WESTWARD

	Car Capacity		SECOND CLASS				Timetable No. 9 **Effective January 1, 1963**		THIRD CLASS	
			660	**658**					**659**	**661**
	Sidings	Other Tracks	Daily Except Sunday	Daily Except Sunday	Mile Post Location		**STATIONS**	Distance from Bly	Daily Except Sunday	Daily Except Sunday
Yard Limits BDKTYP	....	....	AM 11.30	AM 10.01	1.1	To-R	**KLAMATH FALLS**	63.1	PM 5.40	PM 6.00
P	14	....	11.41	10.11	4.5		3.4 **HAGER**	59.7	5.30	5.50
	....	10	11.46	10.16	6.1		1.6 **PINE GROVE**	58.1	....	....
	....	5	AM 11.53	10.23	8.4		2.3 **OLENE**	55.8	....	....
P	31	....	PM 12.19	10.49	15.9		7.5 **MOYINA**	48.3	4.25	4.50
YP	....	40	12.30	11.01	18.3		2.4 **DAIRY**	45.9	....	....
Yard Limits P	....	25	12.53	11.23	26.0		7.7 **HORTON**	38.2	....	....
P	....	58	1.18	11.46	32.5		6.5 **WEST SWITCHBACK**	31.7	....	....
	....	58	1.28	AM 11.56	33.7		1.2 **EAST SWITCHBACK**	30.5	....	....
Yard Limits YP	62	....	1.45	PM 12.10	38.6		4.9 **SPRAGUE RIVER**	25.6	3.15	3.40
Yard Limits	25	....	2.25	12.48	51.7		13.1 **BEATTY**	12.5	....	....
Yard Limits	....	....	PM 2.30	12.50	52.1	R	0.4 **SYCAN**	12.1	2.35	PM 3.00
Yard Limits Y	....	122	....	PM 1.25	64.2	R	12.1 **BLY**	0.0	PM 2.00	....

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing With or Without Cars
MP 0.0 to MP 3.5	20	25	20
MP 3.5 to MP 30, except	20	30	20
MP 9 to MP 10	20	20	20
Through rock cut MP 13.4	15	15	15
MP 16.8 to MP 17.8	20	20	20
MP 30 to MP 35	20	20	20
MP 35 to MP 51, except	20	30	20
Through turnouts at Sprague River	15	15	15
MP 51 to MP 64.3	20	25	20

RATING OF ENGINES IN TONS

NOMINAL CLASS	Eastward			Westward		
	Klamath Falls to Horton	Horton to West Switchback	West Switchback to Bly	Bly to Sprague River	Sprague River to West Switchback	West Switchback to Klamath Falls
GN Ry. GP-9	1650	1050	4000	4000	1350	2400

Look out for falling rocks in cut at MP 9, between MP 13 and MP 14, and between MP 17 and MP 18.